APPLICATION FOR FINANCIAL ASSISTANCE
Revised 4/99 CBL 10

IMPORTANT: Please consult the "Instructions for Completing the Project Application" for assistance in completion of this form.

SUBDIVISION: Hamilton County **CODE#** 061- 00061

DISTRICT NUMBER: 2 **COUNTY:** Hamilton **DATE** 09 / 01 / 99

CONTACT: Ted Hubbard **PHONE #** (513) 946 - 4268

(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASISDURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX (513) 946-4288 **E-MAIL** ted.hubbard@engineer.hamilton-co.org

PROJECT NAME: FIELDS ERTEL/SNIDER ROAD INTERSECTION IMPROVEMENT

SUBDIVISION TYPE
(Check only 1)
X 1. County
__2. City
__3. Township
__4. Village
__5. Water/Sanitary District
(Section 6119 O.R.C.)

FUNDING TYPE REQUESTED
(Check All Requested & Enter Amount)
X 1. Grant $ 292,500.00
__2. Loan $_____
__3. Loan Assistance $_____

PROJECT TYPE
(Check Largest Component)
X 1. Road
__2. Bridge/Culvert
__3. Water Supply
__4. Wastewater
__5. Solid Waste
__6. Stormwater

TOTAL PROJECT COST: $ 650,000.00

FUNDING REQUESTED: $ 292,500.00

8-21-00 SDC

DISTRICT RECOMMENDATION
To be completed by the District Committee ONLY

GRANT:$ 292,500 LOAN ASSISTANCE:$_____
SCIP LOAN: $_____ RATE:_____% TERM: _____yrs.
RLP LOAN: $_____ RATE:_____% TERM: _____yrs.

(Check only 1)
___State Capital Improvement Program
___Small Government Program
X Local Transportation Improvements Program

FOR OPWC USE ONLY

PROJECT NUMBER: C_____/C_____
Local Participation _____%
OPWC Participation _____%
Project Release Date: ___/___/___
OPWC Approval: _____

APPROVED FUNDING: $_____
Loan Interest Rate: _____%
Loan Term: _____years
Maturity Date: _____
Date Approved: ___/___/___
SCIP Loan _____ RLP Loan_____

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS: (Round to Nearest Dollar)		TOTAL DOLLARS	FORCE ACCOUNT DOLLARS
a.) Basic Engineering Services:		$ .00	
Preliminary Design	$. 00		
Final Design	$. 00		
Bidding	$. 00		
Construction Phase	$. 00		
Additional Engineering Services *Identify services and costs below.		$ .00	
b.) Acquisition Expenses: Land and/or Right-of-Way		$ .00	
c.) Construction Costs:		$ 650,000.00	
d.) Equipment Purchased Directly:		$ .00	
e.) Permits, Advertising, Legal: (Or Interest Costs for Loan Assistance Applications Only)		$ .00	
f.) Construction Contingencies:		$ .00	
g.) TOTAL ESTIMATED COSTS:		$ 650,000.00	

*List Additional Engineering Services here:
Service: Cost:

1.2 PROJECT FINANCIAL RESOURCES:
(Round to Nearest Dollar and Percent)

		DOLLARS	%
a.)	Local In-Kind Contributions	$ .00	
b.)	Local Revenues	$ 32,500.00	5
c.)	Other Public Revenues	$ .00	
	ODOT	$ .00	
	Rural Development	$ .00	
	OEPA	$ .00	
	OWDA	$ .00	
	CDBG	$ .00	
	OTHER Warren County	$ 325,000.00	50
	SUBTOTAL LOCAL RESOURCES:	$ 357,500.00	55
d.)	OPWC Funds		
	1. Grant	$ 292,500.00	45
	2. Loan	$ .00	
	3. Loan Assistance	$ .00	
	SUBTOTAL OPWC RESOURCES:	$ 292,500.00	45
e.)	TOTAL FINANCIAL RESOURCES:	$ 650,000.00	100%

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID# _____ Sale Date: _____
STATUS: (Check one)
Traditional _____
Local Planning Agency (LPA) _____
State Infrastructure Bank _____

2.0 PROJECT INFORMATION

If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: FIELDS ERTEL/SNIDER ROAD INTERSECTION IMPROVEMENT

2.2 BRIEF PROJECT DESCRIPTION - (Sections A through C):

A: SPECIFIC LOCATION:

The project is located at the intersection of Fields Ertel Road & Snider Road and extends 700 feet from the intersection in each direction on both roads.

Please see attached schematic plan sheet.

PROJECT ZIP CODE: 45140

B: PROJECT COMPONENTS:

1.) Remove existing pavement surface.
2.) Full and partial depth pavement repairs
3.) Widen roadway for left turn lanes at each leg, as per plan
4.) Replace existing drive entrances
5.) Install storm sewer system
6.) Surface entire roadway with asphaltic concrete
7.) Install traffic control system
8.) Pavement striping
9.) Water works items as necessary
10.) Grading, seeding & mulching as necessary

C: PHYSICAL DIMENSIONS / CHARACTERISTICS:

Project length is 2800 LF (total) with a width of 40 feet at each leg of the intersection

D: DESIGN SERVICE CAPACITY:

Detail current service capacity vs. proposed service level.

Road or Bridge: Current ADT 21,887 Year: 1998 Projected ADT: _____ Year: ____

Water/Wastewater: Based on monthly usage of 7,756 gallons per household, attach current rate ordinance. Current Residential Rate: $_____ Proposed Rate: $_____

Stormwater: Number of households served: _____

2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life: 25 Years.

Attach Registered Professional Engineer's statement, with original seal and signature confirming the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT	$ 650,00000
TOTAL PORTION OF PROJECT NEW/EXPANSION	$ 0.00

4.0 PROJECT SCHEDULE: *

		BEGIN DATE	END DATE
4.1	**Engineering/Design:**	01 / 02 / 97	08 / 31 / 98
4.2	**Bid Advertisement and Award:**	11 / 15 / 00	12 / 15 / 00
4.3	**Construction:**	03 / 15 / 01	10 / 30 / 01
4.4	**Right-of-Way/Land Acquisition:**	01 / 01 / 00	11 / 30 / 00

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

5.0 APPLICANT INFORMATION:

5.1 CHIEF EXECUTIVE

OFFICER	William W. Brayshaw
TITLE	Hamilton County Engineer
STREET	138 E. Court Street
	Room 700, CAB
CITY/ZIP	Cincinnati, OH 45202
PHONE	(513) 946 - 4287
FAX	(513) 946 - 4288
E-MAIL	william.brayshaw@engineer.hamilton-co.org

5.2 CHIEF FINANCIAL

OFFICER	Dusty Rhodes
TITLE	Hamilton County Auditor
STREET	138 East Court Street
	Room 304, CAB
CITY/ZIP	Cincinnati, OH 45202
PHONE	(513) 946 - 4045
FAX	(513) 946 - 4043
E-MAIL	auditor@fuse.net

5.3 PROJECT MANAGER

	Timothy Gilday
TITLE	Planning & Design Engineer
STREET	138 E. Court Street
	Room 700, CAB
CITY/ZIP	Cincinnati, OH 45202
PHONE	(513) 946 - 4261
FAX	(513) 946 - 4288
E-MAIL	tim.gilday@engineer.hamilton-co.org

Changes in Project Officials must be submitted in writing from the CEO.

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [ ] below that each item listed is attached.

[X] A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.

[X] A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO which identifies a specific revenue source for repaying the loan also must be attached. Both certifications can be accomplished in the same letter.

[X] A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature.

[X] A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.

[ ] Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.

[X] Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)

[X] Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements which may be required by your *local* District Public Works Integrating Committee.

7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

William W. Brayshaw, P.E., P.S., Hamilton County Engineer
Certifying Representative (Type or Print Name and Title)

William W. Brayshaw 9-17-99
Signature/Date Signed

County of Hamilton

WILLIAM W. BRAYSHAW, P.E.-P.S. COUNTY ENGINEER

700 COUNTY ADMINISTRATION BUILDING

138 EAST COURT STREET

CINCINNATI, OHIO 45202-1232

PHONE (513) 946-4250 FAX (513) 946-4288

September 17, 1999

STATUS OF FUNDS REPORT

Project: **FIELDS ERTEL/SNIDER ROAD INTERSECTION IMPROVEMENT**

This is to certify that the sum of $357,500.00 is available as the local matching funds in connection with the application for State Capital Improvement Funds for the above mentioned project, with $325,000.00 from Warren County, and $32,500.00 from Hamilton County.

The source of the local match will be Road and Bridge Funds from each county. Local matching funds will be encumbered and certified upon completion of the Project Agreement with the Ohio Public Works Commission.

Chief Executive Officer: _____

WILLIAM W. BRAYSHAW, P.E.-P.S.
HAMILTON COUNTY ENGINEER

Chief Financial Officer: _____

DUSTY RHODES
HAMILTON COUNTY AUDITOR

From the Office of
The Warren County Engineer
Neil F. Tunison, P.E., P.S.
105 Markey Road • Lebanon, Ohio 45036 • Office (513) 695-1364
August 16, 2000

Mr. William Brayshaw, P.E., P.S.
Hamilton County Engineer
10480 Burlington Road
Cincinnati, Ohio 45231

Attn: Mr. Joe Cottrill

Re: Availability of Funds
Fields-Ertel & Snider Road – Intersection Improvement Project

Dear Mr. Cottrill;

The Warren County Engineer's Office share of $325,000 for the Fields-Ertel & Snider Road Intersection Improvement Project has been appropriated as part of the 2000 Road & Bridge Budget.

Therefore, these funds will become encumbered and will be available upon final execution of a construction contract for the above mentioned project.

If you have any questions concerning this letter, please contact this office.

Sincerely,

Neil F. Tunison, P.E., P.S.
Warren County Engineer

cc: file
N. Tunison

County of Hamilton

WILLIAM W. BRAYSHAW, P.E.-P.S. COUNTY ENGINEER

700 COUNTY ADMINISTRATION BUILDING

138 EAST COURT STREET

CINCINNATI, OHIO 45202-1232

PHONE (513) 946-4250 FAX (513) 946-4288

STATEMENT OF USEFUL LIFE

As required by Chapter 164-1-13 of the Ohio Administrative Code, I hereby certify that the Fields Ertel/Snider Road Intersection Improvement project will have a useful life of at least 25 years.

CONSTRUCTION COSTS:

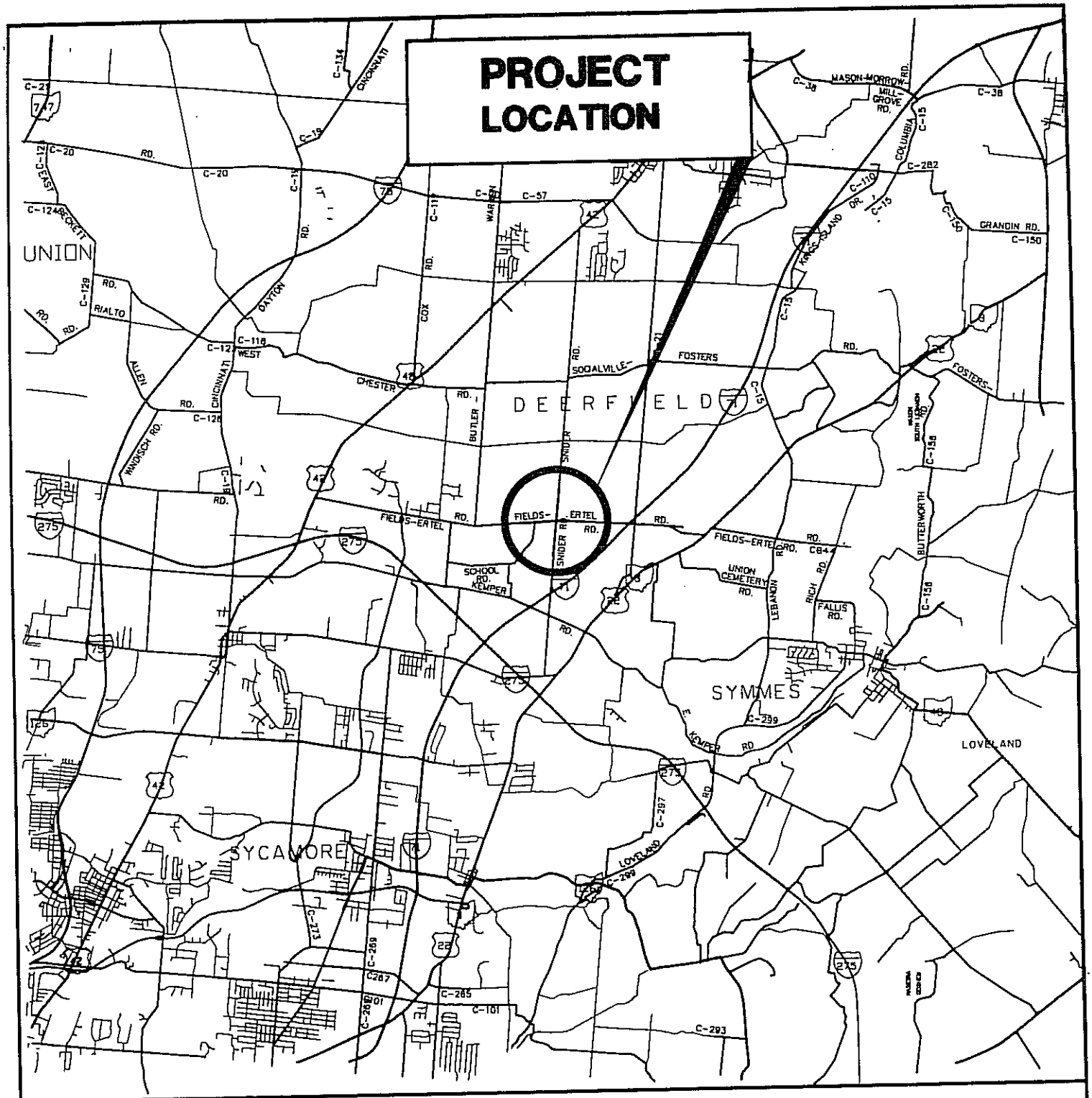
The opinion of Project Construction Costs is based on current unit price experience and is subject to adjustment upon completion of detailed plans and receipt of an acceptable proposal by a qualified contractor.

William W. Brayshaw

WILLIAM W. BRAYSHAW, P.E., - P.S.
HAMILTON COUNTY ENGINEER

PROJECT : FIELDS ERTEL/SNIDER ROAD INTERSECTION IMPROVEMENT
ENG. EST.: $650,000.00

REF NO	ITEM NO.	DESCRIPTION	UNIT	QUANT	UNIT	TOTAL
1	201	CLEARING AND GRUBBING	LS	1	10,000.00	$10,000.00
2	202	CONCRETE DRIVE APRONS REMOVED	SY	164	5.00	$820.00
3	202	WEARING COURSE REMOVED	SY	486	2.50	$1,215.00
4	202	PLUG & ABANDON CONDUIT	EA	2	100.00	$200.00
5	202	SIGN REMOVED	EA	20	25.00	$500.00
6	202	HEAD WALL REMOVED	EA	2	1,000.00	$2,000.00
7	202	TREE REMOVED	EA	59	100.00	$5,900.00
8	202	PIPE REMOVED 24" & UNDER	LF	528	15.00	$7,920.00
9	203	EXCAVATION NOT INCL. EMBANKMENT	CY	3,618	15.00	$54,270.00
10	203	EMBANKMENT	CY	1,958	15.00	$29,370.00
11	203	SUBGRADE COMPACTION	SY	4,000	2.00	$8,000.00
12	253	FULL DEPTH PAVEMENT REPAIR	SY	100	125.00	$12,500.00
13	301	BITUMINOUS AGGREGATE BASE	CY	1,438	65.00	$93,470.00
14	402	ASPHALT CONCRETE, AC-20	CY	277	65.00	$18,005.00
15	404	ASPHALT CONCRETE, AC-20, AS PER PLAN	CY	389	65.00	$25,285.00
16	452	PPCCP, 7" (DRIVES)	SY	303	35.00	$10,605.00
17	603	12" CONDUIT, TYPE B, 706.02, CL. IV	LF	188	45.00	$8,460.00
18	603	15" CONDUIT, TYPE B, 706.02, CL. IV	LF	791	55.00	$43,505.00
19	603	18" CONDUIT, TYPEAB, 706.02, CL. IV	LF	19	65.00	$1,235.00
20	603	21" CONDUIT, TYPE B, 706.02, CL. IV	LF	118	75.00	$8,850.00
21	603	24" CONDUIT, TYPE B, 706.02, CL. IV	LF	57	85.00	$4,845.00
22	601	ROCK CHANNEL PROT. , TYPE C, W/FILTER	CY	1.34	65.00	$87.10
23	604	CATCH BASIN, CB-2-3	EA	5	1,000.00	$5,000.00
24	604	CATCH BASIN, CB-2-2-B	EA	3	1,000.00	$3,000.00
25	604	SAN. MANHOLE ADJ. TO GRADE (RINGS)	EA	4	750.00	$3,000.00
26	604	RECON. SAN. MANHOLE ADJ. TO GRADE	EA	3	1,000.00	$3,000.00
27	607	CHAIN LINK FENCE	LF	12	100.00	$1,200.00
28	609	CURB, TYPE 6	LF	286	12.00	$3,432.00
29	614	MAINTAINING TRAFFIC	LS	1	32,000.00	$32,000.00
30	619	FIELD OFFICE	LS	1	5,000.00	$5,000.00
31	623	CONSTRUCTION LAYOUT STAKES	LS	1	5,000.00	$5,000.00
32	653	TOPSOIL FURNISHED AND PLACED	CY	160	35.00	$5,600.00
33	659	SEEDING AND MULCHING	SY	3,680	5.00	$18,400.00
34	SPL	FENCE REMOVED FOR RE-USE OR STORAGE	LF	12	25.00	$300.00
35	SPL	CINCINNATI WATER WORKS ITEMS	LS	1	100,000.00	$100,000.00
36	SPL	CONTINGENCY ITEMS	LS	1	65,000.00	$65,000.00
37	SPL	TRAFFIC CONTROL SIGNALS	LS	1	45,096.00	$45,096.00
38	SPL	EROSION CONTROL	LS	1	1,000.00	$1,000.00
39	SPL	PAVEMENT JOINT FABRIC AS PER PLAN	LF	1,765	2.00	$3,530.00
40	SPL	RELOCATE MAIL BOX AS PER PLAN	EA	18	50.00	$900.00
41	SPL	TRAFFIC CONTROL	LS	1	2,500.00	$2,500.00
42	SPL	AS BUILT STORM SEWER DRAWINGS	LS	1	5,000.00	$5,000.00
43	SPL	PERFORMANCE BOND	LS	1	5,000.00	$5,000.00
44	SPL	PUBLIC WORKS INSPECTOR	HR	10	25.00	$250.00
		TOTAL				$650,000.00



VICINITY MAP

RESOLUTION

APPOINTING WILLIAM W. BRAYSHAW, P.E., P.S., HAMILTON COUNTY ENGINEER, AS CHIEF EXECUTIVE OFFICER OF HAMILTON COUNTY FOR PURPOSES OF APPLYING FOR INFRASTRUCTURE FUNDING

BY THE BOARD:

WHEREAS, the State Capital Improvement Program and Local Transportation Improvement Program provide for infrastructure funding; and

WHEREAS, the District 2 Integrating Committee is accepting applications for projects within Hamilton County, the State of Ohio; and

WHEREAS, Hamilton County is applying for infrastructure repair and replacement projects; and

WHEREAS, the Ohio Public Works Commission requires that a Chief Executive Officer be appointed;

NOW, THEREFORE, BE IT RESOLVED by the Board of County Commissioners of Hamilton County, Ohio, that William W. Brayshaw be appointed to the position of Chief Executive Officer for the Political Subdivision of Hamilton County for the purpose of applying for infrastructure funding and to execute such agreements with the Ohio Public Works Commission.

ADOPTED at a regularly adjourned meeting of the Board of County Commissioners of Hamilton County, Ohio, this 28th day of August, 1996.

Mr. Bedinghaus AYE Mr. Dowlin AYE Mr. Guckenberger AYE

CERTIFICATE OF CLERK

IT IS HEREBY CERTIFIED that the foregoing is a true and correct transcript of a resolution adopted by the Board of County Commissioners in session the 28th day of August, 1996.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the Official Seal of the Office of the Board of County Commissioners of Hamilton County, Ohio, this 28th day of August, 1996.

Jacqueline Panioto, Clerk
Board of County Commissioners
Hamilton County, Ohio

County of Hamilton

WILLIAM W. BRAYSHAW, P.E.-P.S. COUNTY ENGINEER

700 COUNTY ADMINISTRATION BUILDING

138 EAST COURT STREET

CINCINNATI, OHIO 45202-1232

PHONE (513) 946-4250 FAX (513) 946-4288

CERTIFICATION OF TRAFFIC COUNT

As required by the District 2 Integrating Committee, I hereby certify that the traffic counts herein attached to the Fields Ertel/Snider Road Intersection Improvement project application are a true and accurate count done by the Hamilton County Engineer's Office, Traffic Division.

William W. Brayshaw

WILLIAM W. BRAYSHAW, P.E.- P.S.
HAMILTON COUNTY ENGINEER

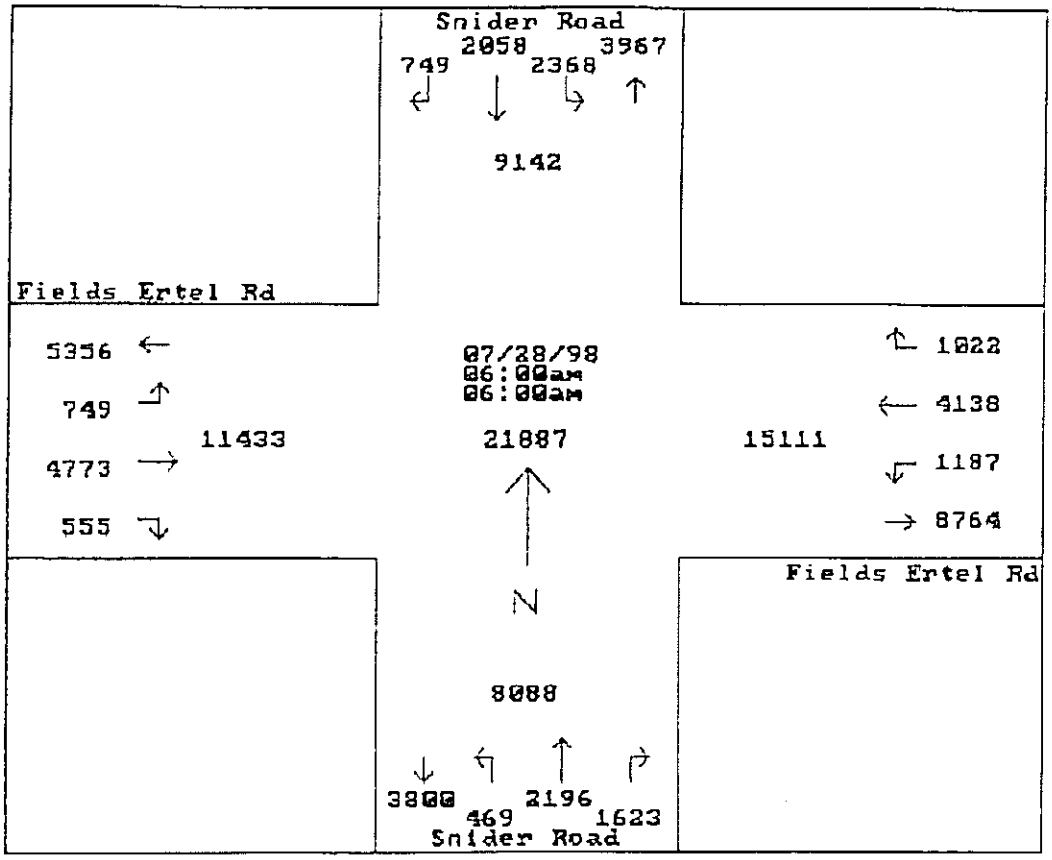
William W. Brayshaw P.E.-P.S.
Hamilton County Engineer
Traffic Department
Tom Langenbrunner, Traffic Supervisor

Weather : Sunny & Hot
Counted By: S. Feldman
Count Days: Tuesday & Wednesday
Township : Sycamore/Symmes Twps.

Study Name: PERTSNID
Site Code : 00000000
Start Date: 07/28/98
Page : 1

Vehicle group 1

Start Time	Snider Road From North			Fields Ertel Rd From East			Snider Road From South			Fields Ertel Rd From West			Intrvl. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Grp 1	1.430	1.430	1.430	1.430	1.430	1.430	1.430	1.430	1.430	1.430	1.430	1.430	
07/28/98													
06:00	2368	2058	749	1187	4138	1022	469	2196	1623	749	4773	555	21887
% Apr.	45.7	39.7	14.4	18.7	65.1	16.1	10.9	51.2	37.8	12.3	78.5	9.1	-
% Int.	10.8	9.4	3.4	5.4	18.9	4.6	2.1	10.0	7.4	3.4	21.8	2.5	-



24 Hour Count (Factor = 1.43)

Fields Ertel Road & Snider Road

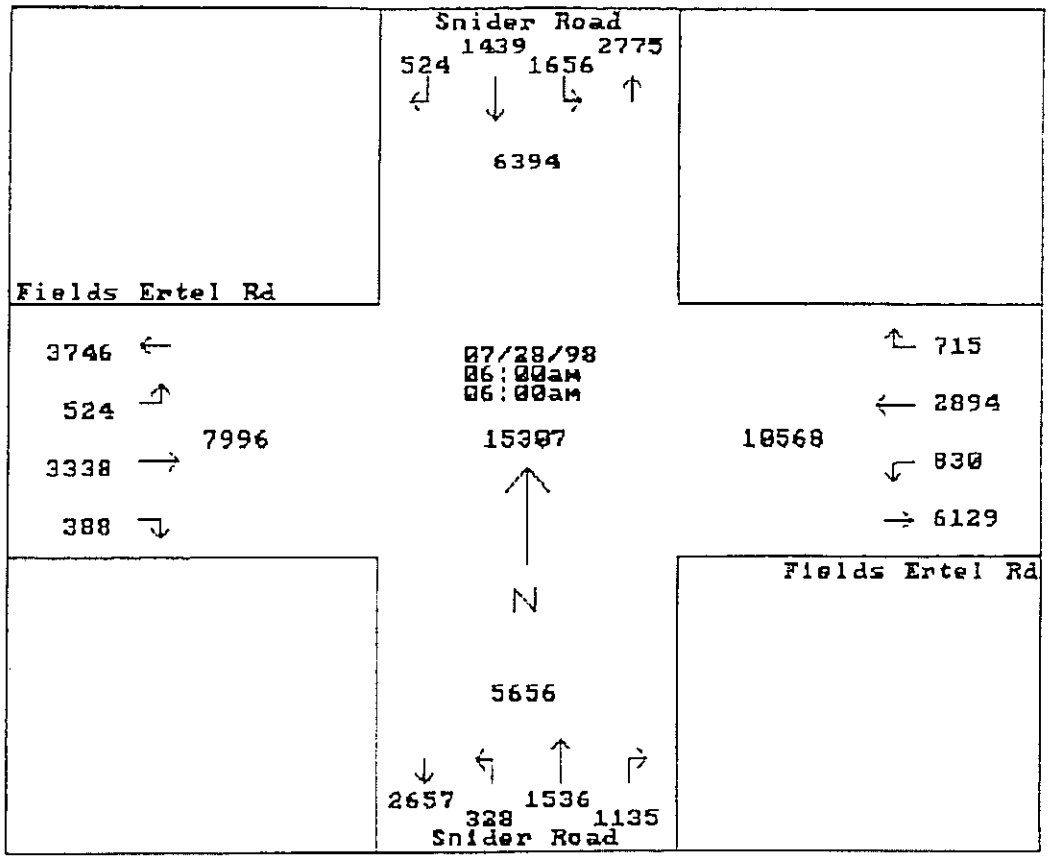
William W. Brayshaw P.E.-P.S.
Hamilton County Engineer
Traffic Department
Tom Langenbrunner, Traffic Supervisor

Weather : Sunny & Hot
Counted By: S. Feldman
Count Days: Tuesday & Wednesday
Township : Sycamore/Symmes Twps.

Study Name: F8RTSNID
Site Code : 00000000
Start Date: 07/28/98
Page : 1

Vehicle group 1

Start Time	Snider Road From North			Fields Ertel Rd From East			Snider Road From South			Fields Ertel Rd From West			Intrvl. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07/28/98													
06:00	1656	1439	524	830	2894	715	328	1536	1135	524	3338	388	15307
% Apr.	45.7	39.7	14.4	18.6	65.1	16.1	10.9	51.2	37.8	12.3	78.5	9.1	-
% Int.	10.8	9.4	3.4	5.4	18.9	4.6	2.1	10.0	7.4	3.4	21.8	2.5	-



12 Hour Count

Fields Ertel Road & Snider Road

William W. Brayshaw P.E.-P.S.
Hamilton County Engineer
Traffic Department
Tom Langenbrunner, Traffic Supervisor

Weather : Sunny & Hot
Counted By: S. Feldman
Count Days: Tuesday & Wednesday
Township : Sycamore/Symmes Twps.

Study Name: FERTSNID
Site Code : 00000000
Start Date: 07/28/98
Page : 1

Vehicle group 1

	Snider Road From North			Fields Ertel Rd From East			Snider Road From South			Fields Ertel Rd From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Intrvl. Total
07/28/98													
06:00	18	11	6	0	10	9	3	12	3	2	18	0	92
06:15	35	12	6	6	15	17	4	17	5	5	29	1	152
06:30	42	23	7	8	26	19	5	17	5	8	47	5	212
06:45	54	35	11	10	34	17	3	25	11	7	52	4	263
Hour	149	81	30	24	85	62	15	71	24	22	146	10	719
07:00	62	36	15	6	34	14	5	28	17	10	61	4	292
07:15	61	50	17	15	53	12	6	20	18	13	62	12	339
07:30	46	59	13	20	67	9	7	24	11	15	84	9	364
07:45	50	63	19	19	71	10	8	37	17	13	96	13	416
Hour	219	208	64	60	225	45	26	109	63	51	303	38	1411
08:00	53	53	16	13	45	10	10	36	24	15	94	10	379
08:15	40	41	14	23	53	11	8	31	19	7	103	15	365
08:30	33	38	12	10	45	13	8	34	28	7	109	9	346
08:45	36	26	14	23	44	13	6	26	21	8	97	12	326
Hour	162	158	56	69	187	47	32	127	92	37	403	46	1416
09:00	31	27	13	14	62	14	6	27	22	6	63	8	293
09:15	30	23	7	16	30	9	7	20	22	17	87	8	276
09:30	34	29	2	11	36	15	8	24	19	10	89	8	285
09:45	27	24	13	10	40	16	2	16	17	16	92	10	283
Hour	122	103	35	51	168	54	23	87	80	49	331	34	1137
10:00	31	23	5	14	51	10	4	19	26	9	91	6	289
10:15	21	17	2	13	43	13	7	22	13	8	71	5	236
10:30	21	25	7	18	49	14	13	16	16	6	55	12	252
10:45	23	18	6	13	60	15	8	15	22	6	56	6	248
Hour	96	83	20	58	203	52	32	72	77	29	273	30	1025
11:00	30	16	10	14	48	15	6	21	19	7	57	11	254
11:15	27	25	6	14	52	20	14	18	33	11	61	5	286
11:30	35	25	14	18	47	16	9	22	54	5	108	13	366
11:45	35	26	12	20	63	26	7	22	44	11	75	7	348
Hour	127	92	42	66	210	77	36	83	150	34	301	36	1254
12:00	33	25	6	19	74	15	10	18	32	15	80	12	339
12:15	29	22	4	27	80	18	6	22	25	10	76	7	326
12:30	29	20	7	26	82	27	12	25	32	16	85	13	374
12:45	25	17	10	37	70	16	7	26	30	8	73	8	327
Hour	116	84	27	109	306	76	35	91	119	49	314	40	1366

William W. Brayshaw P.E.-P.S.
Hamilton County Engineer
Traffic Department
Tom Langenbrunner, Traffic Supervisor

Weather : Sunny & Hot
Counted By: S. Feldman
Count Days: Tuesday & Wednesday
Township : Sycamore/Symmes Twps.

Study Name: FSRTSNID
Site Code : 00000000
Start Date: 07/28/98

Vehicle group 1

Start Time	Snider Road From North			Fields Ertel Rd From East			Snider Road From South			Fields Ertel Rd From West			Intrvl. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
13:00	30	28	16	16	86	18	10	32	30	8	78	5	357
13:15	14	22	12	32	70	19	3	17	26	11	79	7	312
13:30	17	19	13	15	79	17	7	28	18	9	47	6	275
13:45	18	22	6	31	77	15	7	23	26	5	57	11	298
Hour	79	91	47	94	312	69	27	100	100	33	261	29	1242
14:00	19	16	7	15	70	19	10	41	24	7	56	8	292
14:15	36	17	8	26	65	16	9	22	23	8	62	6	298
14:30	28	23	7	17	63	25	9	23	17	11	55	12	290
14:45	22	23	11	23	71	17	7	42	22	9	63	8	318
Hour	105	79	33	81	269	77	35	128	86	35	236	34	1198
15:00	45	28	9	13	61	21	4	34	21	7	51	10	304
15:15	40	26	10	15	64	14	4	38	22	12	60	11	316
15:30	40	36	13	20	70	16	13	27	21	11	49	5	321
15:45	52	22	9	26	77	21	5	40	20	13	60	8	349
Hour	177	112	41	74	268	72	26	139	84	43	220	34	1290
16:00	50	36	10	24	59	7	10	62	19	20	71	5	373
16:15	32	36	18	14	101	9	5	50	29	12	55	9	370
16:30	39	44	24	18	82	18	6	63	28	15	67	12	416
16:45	40	45	21	15	86	14	6	67	36	13	77	11	431
Hour	161	161	73	71	328	48	27	242	112	60	270	37	1590
17:00	40	39	18	21	77	10	3	76	32	20	80	10	426
17:15	37	48	10	16	78	11	3	70	38	20	63	3	397
17:30	31	58	12	20	83	8	4	75	28	22	73	2	416
17:45	35	42	16	16	95	7	4	66	50	20	64	5	420
Hour	143	187	56	73	333	36	14	287	148	82	280	20	1659
Total	1656	1439	524	830	2894	715	328	1536	1135	524	3338	388	15307
% Apr.	45.7	39.7	14.4	18.6	65.1	16.1	10.9	51.2	37.8	12.3	78.5	9.1	-
% Tot.	10.8	9.4	3.4	5.4	18.9	4.6	2.1	10.0	7.4	3.4	21.8	2.5	-

Peak Hour Analysis By Entire Intersection for the Period: 06:00 on 07/28/98 to 11:45 on 07/28/98

Time	07:30			07:30			07:30			07:30			
Vol.	189	216	62	75	236	40	33	128	71	50	277	47	
Pct.	40.4	46.2	13.2	21.3	67.2	11.3	14.2	55.1	30.6	10.5	79.5	9.9	
Total	467			351			232			474			
High	07:45			07:45			08:00			08:15			
Vol.	50	63	19	19	71	10	10	36	24	7	103	15	
Total	132			100			70			125			
PHF	0.884			0.877			0.828			0.948			

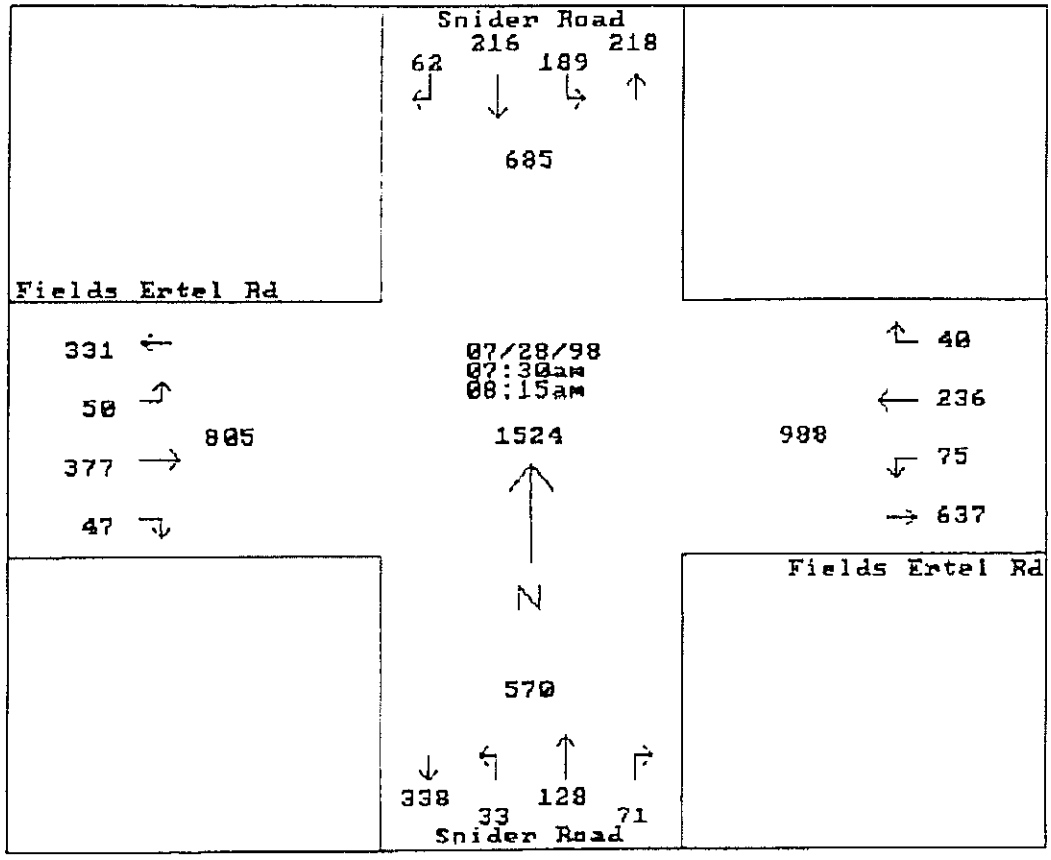
William W. Brayshaw P.E.-P.S.
Hamilton County Engineer
Traffic Department
Tom Langenbrunner, Traffic Supervisor

Weather : Sunny & Hot
Counted By: S. Feldman
Count Days: Tuesday & Wednesday
Township : Sycamore/Symmes Twps.

Study Name: FERTSNID
Site Code : 00000000
Start Date: 07/28/98

Vehicle group 1

Start Time	Snider Road From North			Fields Ertel Rd From East			Snider Road From South			Fields Ertel Rd From West			Intrvl. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	



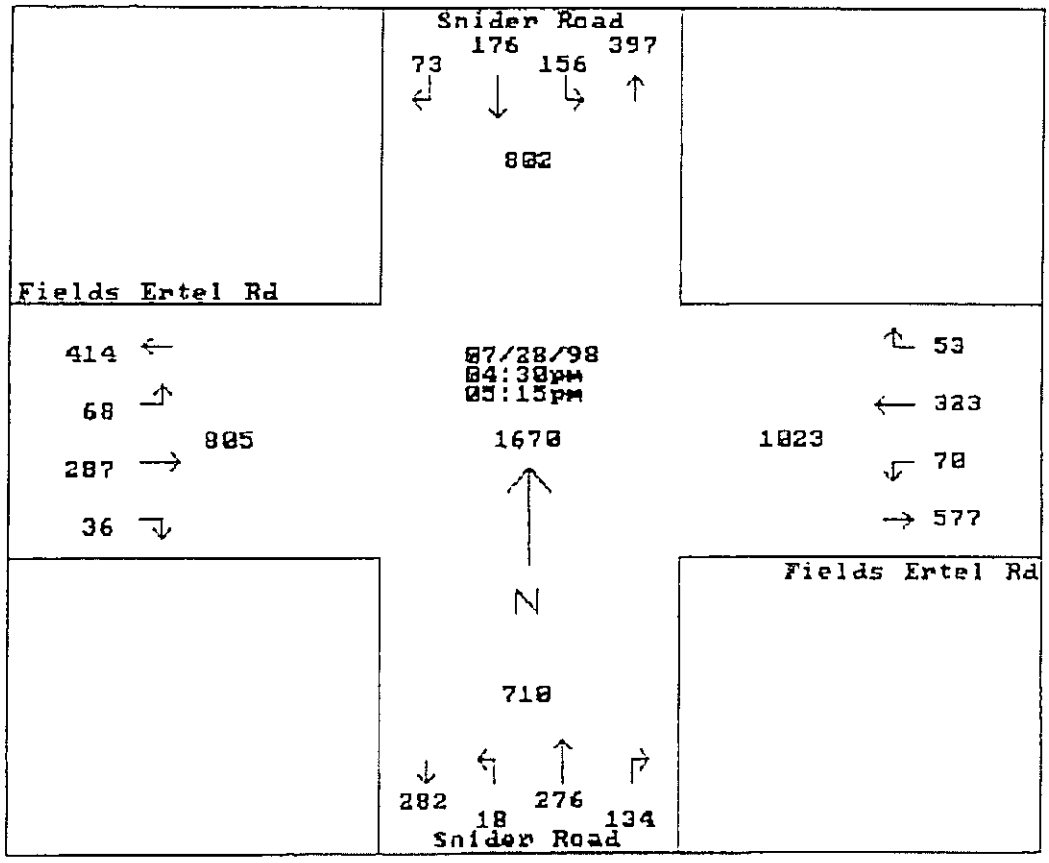
William W. Brayshaw P.E.-P.S.
Hamilton County Engineer
Traffic Department
Tom Langenbrunner, Traffic Supervisor

Weather : Sunny & Hot
Counted By: S. Feldman
Count Days: Tuesday & Wednesday
Township : Sycamore/Symmes Twps.

Study Name: FERTSNID
Site Code : 00000000
Start Date: 07/28/98
Page : 4

Vehicle group 1

Start Time	Snider Road From North			Fields Ertel Rd From East			Snider Road From South			Fields Ertel Rd From West			Intrvl. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	



HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 09-15-1999

Center For Microcomputers In Transportation

Streets: (E-W) FIELDS ERTEL (N-S) SNIDER

Analyst: TBH File Name: HCPFSE.HC9

Area Type: Other 9-10-99 PM PK

Comment: EXISTING TRAFFIC EXISTING GEOMETRICS SIMULATING 4 WAY STOP

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 1	< 0	0	> 1	< 0	0	> 1	< 0	0	> 1	< 0
Volumes	68	287	36	70	323	53	18	276	134	156	176	73
Lane W (ft)		11.0			11.0			11.0			11.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*				NB	Left	*			
	Thru	*					Thru	*			
	Right	*					Right	*			
	Peds						Peds				
WB	Left	*				SB	Left	*			
	Thru	*					Thru	*			
	Right	*					Right	*			
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		6.0P				Green		6.0P			
Yellow/AR		4.0				Yellow/AR		4.0			

Cycle Length: 20 secs Phase combination order: #1 #5

Intersection Performance Summary

	Lane Group: Mvmts	Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	LTR	436	1246	0.998	0.350	37.5	D	37.5	D
WB	LTR	455	1299	1.091	0.350	68.3	F	68.3	F
NB	LTR	509	1453	0.936	0.350	22.8	C	22.8	C
SB	LTR	333	952	1.351	0.350	*	*	*	*

Intersection Delay = * (sec/veh) Intersection LOS = *

(g/C)*(V/c) is greater than one. Calculation of D1 is infeasible.

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 09-10-1999

Center For Microcomputers In Transportation

Streets: (E-W) FIELDS ERTEL (N-S) SNIDER

Analyst: TBH File Name: HCPFSES.HC9

Area Type: Other 9-10-99 PM PK

Comment: EXISTING TRAFFIC EXISTING GEOMETRICS WITH PROP SIGNAL

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 1	< 0	0	> 1	< 0	0	> 1	< 0	0	> 1	< 0
Volumes	68	287	36	70	323	53	18	276	134	156	176	73
Lane W (ft)		11.0			11.0			11.0			11.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left *			
Thru	*				Thru *			
Right	*				Right *			
Peds					Peds			
WB Left	*				SB Left *			
Thru	*				Thru *			
Right	*				Right *			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	48.0P				Green 64.0P			
Yellow/AR	4.0				Yellow/AR 4.0			

Cycle Length: 120 secs Phase combination order: #1 #5

Intersection Performance Summary

	Lane Group: Mvmts	Adj Sat Flow Cap	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	LTR	435	1065	1.001	0.408	60.3	F	60.3	F
WB	LTR	477	1168	1.040	0.408	70.1	F	70.1	F
NB	LTR	784	1448	0.607	0.542	15.3	C	15.3	C
SB	LTR	364	673	1.235	0.542	*	*	*	*

Intersection Delay = * (sec/veh) Intersection LOS = *

(g/C)*(V/c) is greater than one. Calculation of D1 is infeasible.

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 09-17-1999
Center For Microcomputers In Transportation

Streets: (E-W) FIELDS ERTEL (N-S) SNIDER
Analyst: TBH File Name: HCPFSP99.HC9
Area Type: Other 9-9-99 PM PK
Comment: EXISTING TRAFFIC PROPOSED GEOMETRICS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	< 0	1	1	< 0	1	1	< 0	1	1	< 0
Volumes	68	287	36	70	323	53	18	276	134	156	176	73
Lane W (ft)	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*	*			NB	Left		*		
	Thru		*				Thru		*		
	Right		*				Right		*		
	Peds						Peds				
WB	Left	*	*			SB	Left	*	*		
	Thru		*				Thru	*	*		
	Right		*				Right	*	*		
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		12.0P	41.0P			Green		8.0P	43.0P		
Yellow/AR		4.0	4.0			Yellow/AR		4.0	4.0		

Cycle Length: 120 secs Phase combination order: #1 #2 #5 #6

Intersection Performance Summary

	Lane Group: Mvmts	Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	281	1770	0.270	0.483	14.9	B	23.1	C
	TR	641	1832	0.560	0.350	24.8	C		
WB	L	324	1770	0.241	0.483	14.2	B	24.7	C
	TR	638	1823	0.655	0.350	26.7	D		
NB	L	287	783	0.070	0.367	18.8	C	26.7	D
	TR	650	1771	0.702	0.367	27.0	D		
SB	L	203	1770	0.852	0.467	37.0	D	23.7	C
	TR	831	1781	0.333	0.467	15.5	C		

Intersection Delay = 24.6 sec/veh Intersection LOS = C

Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.673

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 09-17-1999

Center For Microcomputers In Transportation

Streets: (E-W) FIELDS ERTEL (N-S) SNIDER

Analyst: TBH File Name: HCPFSP10.HC9

Area Type: Other 9-9-99 PM PK

Comment: 10 YR PROJ TRAFFIC & PROPOSED GEOMETRICS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	< 0	1	1	< 0	1	1	< 0	1	1	< 0
Volumes	92	387	49	95	436	72	24	373	181	211	238	99
Lane W (ft)	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*	*			NB	Left		*		
	Thru		*				Thru		*		
	Right		*				Right		*		
	Peds						Peds				
WB	Left	*	*			SB	Left	*	*		
	Thru		*				Thru	*	*		
	Right		*				Right	*	*		
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		12.0P	38.0P			Green		11.0P	43.0P		
Yellow/AR		4.0	4.0			Yellow/AR		4.0	4.0		

Cycle Length: 120 secs Phase combination order: #1 #2 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	254	1770	0.402	0.458	19.4	C	31.6	D
	TR	595	1832	0.813	0.325	34.1	D		
WB	L	254	1770	0.417	0.458	18.3	C	44.0	E
	TR	593	1823	0.952	0.325	48.8	E		
NB	L	220	600	0.123	0.367	19.2	C	43.8	E
	TR	650	1771	0.947	0.367	44.9	E		
SB	L	239	1770	0.979	0.492	65.8	F	34.6	D
	TR	875	1781	0.427	0.492	15.1	C		

Intersection Delay = 38.7 sec/veh Intersection LOS = D

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.895

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 09-17-1999
Center For Microcomputers In Transportation

Streets: (E-W) FIELDS ERTEL (N-S) SNIDER
Analyst: TBH File Name: HCPFSP10.HC9
Area Type: Other 9-9-99 PM PK
Comment: 20 YR PROJ TRAFFIC & PROPOSED GEOMETRICS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	< 0	1	1	< 0	1	1	< 0	1	1	< 0
Volumes	116	488	61	119	549	90	31	469	228	265	299	124
Lane W (ft)	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*	*			NB	Left		*		
	Thru		*				Thru		*		
	Right		*				Right		*		
	Peds						Peds				
WB	Left	*	*			SB	Left	*	*		
	Thru		*				Thru	*	*		
	Right		*				Right	*	*		
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		12.0P	38.0P			Green		11.0P	43.0P		
Yellow/AR		4.0	4.0			Yellow/AR		4.0	4.0		

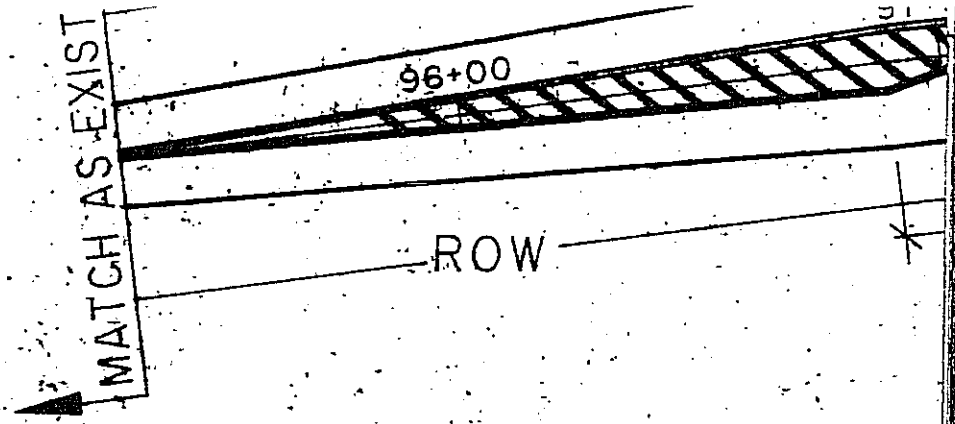
Cycle Length: 120 secs Phase combination order: #1 #2 #5 #6

Intersection Performance Summary

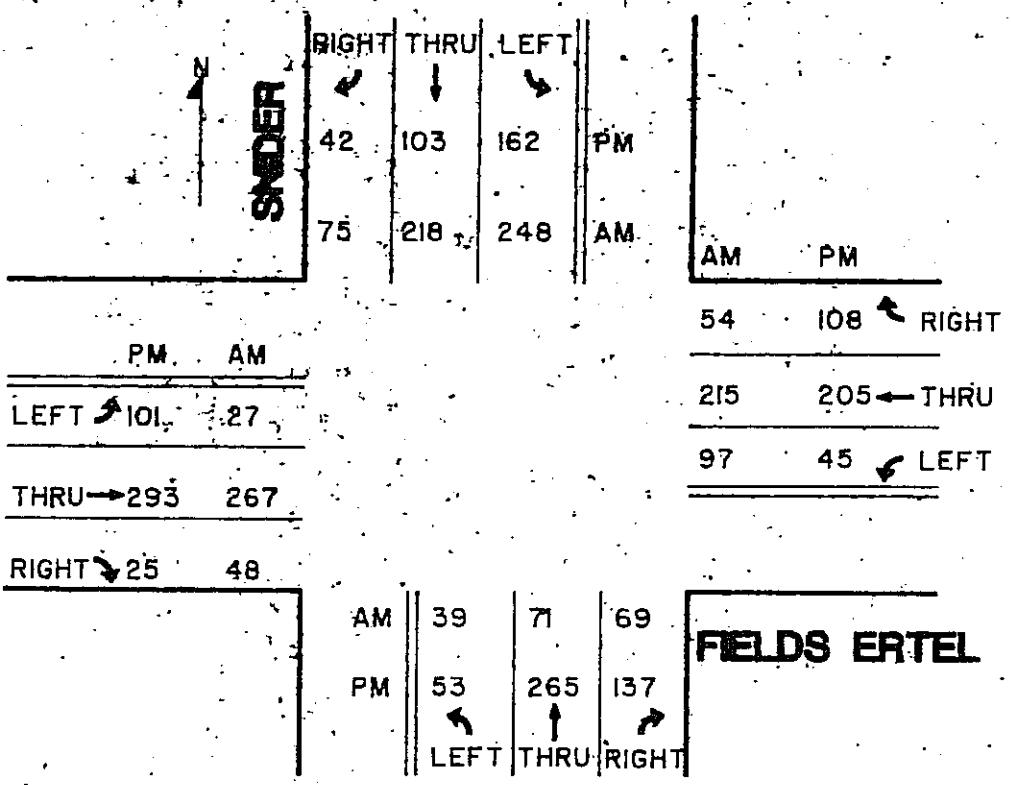
	Lane Group: Mvmts	Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	254	1770	0.508	0.458	20.8	C	57.9	E
	TR	595	1832	1.025	0.325	65.8	F		
WB	L	254	1770	0.520	0.458	20.9	C	*	*
	TR	593	1823	1.198	0.325	*	*		
NB	L	125	341	0.272	0.367	20.6	C	*	*
	TR	650	1771	1.192	0.367	*	*		
SB	L	239	1770	1.230	0.492	*	*	*	*
	TR	876	1781	0.537	0.492	16.5	C		

Intersection Delay = * (sec/veh) Intersection LOS = *

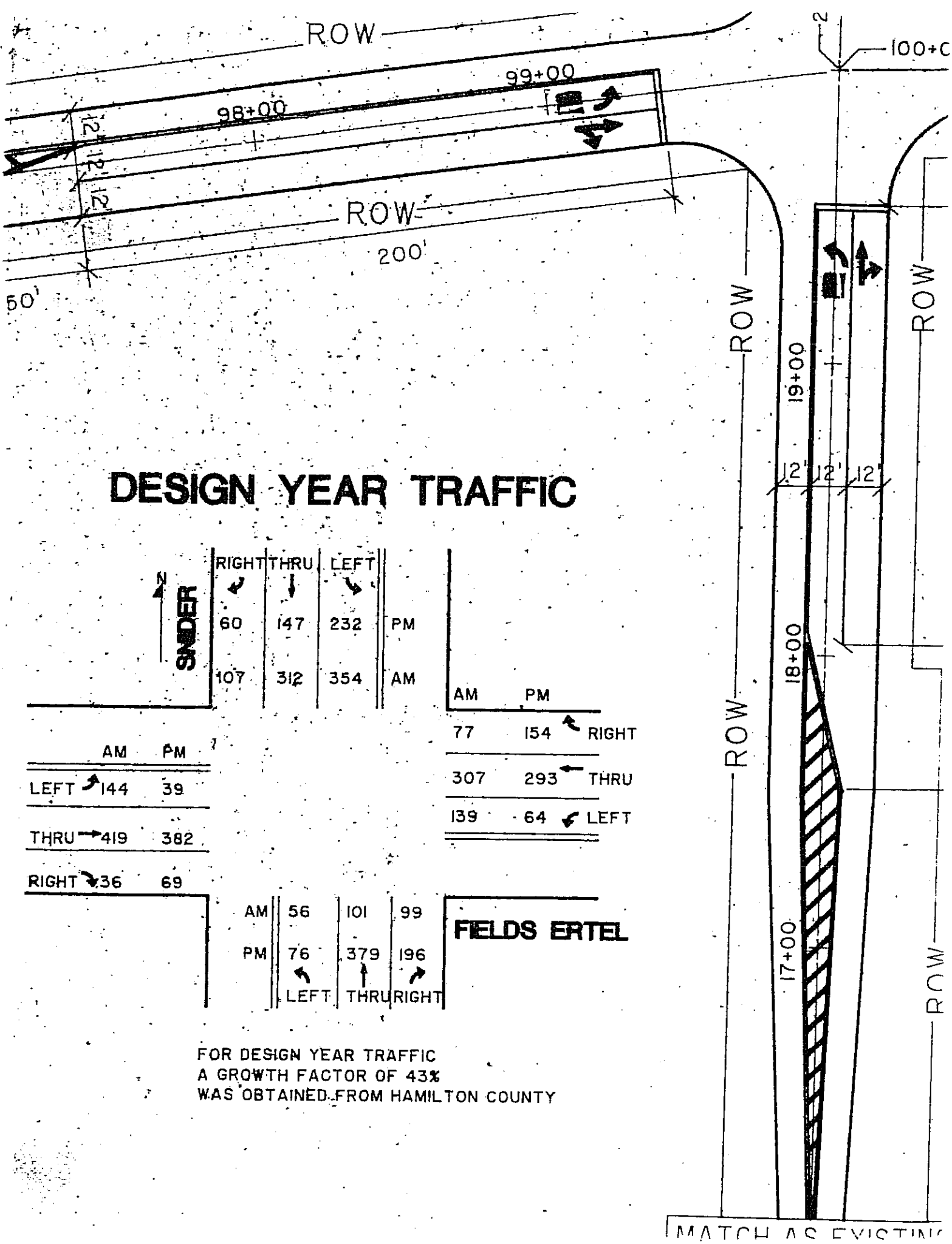
(g/C)*(V/c) is greater than one. Calculation of D1 is infeasible.



CURRENT YEAR TRAFFIC



BASED ON COUNT
PROVIDED BY
HAMILTON COUNTY ON 3/23/94



DESIGN YEAR TRAFFIC

SNIDER

	RIGHT	THRU	LEFT	
	60	147	232	PM
	107	312	354	AM

	AM	PM	
	77	154	RIGHT
	307	293	THRU
	139	64	LEFT

	AM	PM
LEFT	144	39
THRU	419	382
RIGHT	36	69

FIELDS ERTEL

	LEFT	THRU	RIGHT
AM	56	101	99
PM	76	379	196

FOR DESIGN YEAR TRAFFIC
A GROWTH FACTOR OF 43%
WAS OBTAINED FROM HAMILTON COUNTY

Inspection Report

Pavement Database:HAMCO97

Report Date: 8/23/99
Site Name:
Selection Criteria: Where BranchID = "004" And SectionID = "C1"
Sort Criteria: None

Network: NONE **Name:** HAMILTON COUNTY ENGINEER
Branch: 004 **Name:** FIELDS ERTEL **Use:** MTRPOOL
Section: C1 **Surface:** AAC **Family** NEW AC AAC **Last Const:** 11/ 1/93
From: SNIDER 16732 CWW 93 **To:** S BOUND RAMP I71 20632
Category: L **Zone:** SYM **Rank:** S **Street Type:** **Shoulder:** **Grade:** 0.00 **Lanes:** 2

Length	Width	Area
4,260.00	22.00	93,720.00

Inspections

Last Insp Date	Total Samples	PCI	Ride	SN	Shoulder	Overall	FOD	SN40	SN60
10/02/1997	5.	90							

ACNPCN	PCTOPER	MARKING	Samples Surveyed

Sample Number	Type	Size	Units
02	R	2,300.	SF

Distress	Description	Sev	Quantity	Units
7	EDGE CR	L	30.01	LF
10	L & T CR	L	18.	LF

Sample Number	Type	Size	Units
12	R	2,200.	SF

Distress	Description	Sev	Quantity	Units
7	EDGE CR	L	67.02	LF
9	LANE SH DROP	M	46.01	LF
10	L & T CR	L	22.01	LF

Sample Number	Type	Size	Units
22	R	2,400.	SF

Distress	Description	Sev	Quantity	Units

Inspection Report

Pavement Database:HAMCO97

Report Date: 8/23/99
Site Name:
Selection Criteria: Where BranchID = "004" And SectionID = "C1"
Sort Criteria: None

7	EDGE CR	L	53.01 LF
10	L & T CR	L	58.01 LF
11	PATCH/UT CUT	L	51. SF

Sample Number	Type	Size	Units
32	R	2,200.	SF

	Distress Description	Sev	Quantity	Units
7	EDGE CR	L	100.03	LF
7	EDGE CR	M	59.02	LF
10	L & T CR	L	17.	LF
10	L & T CR	L	17.	LF

Extrapolated Distress Quantities

	Distress Description	Sev	Quantity	Units	Density %	Deduct
7	EDGE CR	L	2,576.66	LF	2.75	4.94
7	EDGE CR	M	608.09	LF	.65	6.62
9	LANE SH DROP	M	474.1	LF	.51	4.22
10	L & T CR	L	1,360.48	LF	1.45	3.31
11	PATCH/UT CUT	L	525.5	SF	.56	1.21

*** Percent of Deduct Values Based on Distress Mechanism ***

Load	Related Distress =	57.0	Percent Deduct Value
Climate/Durability	Related Distress =	16.0	Percent Deduct Value
Other	Related Distress =	27.0	Percent Deduct Value

Inspection Report

Pavement Database:HAMCO97

Report Date: 8/23/99
Site Name:
Selection Criteria: Where BranchID = "004" And SectionID = "B"
Sort Criteria: None

Network: NONE **Name:** HAMILTON COUNTY ENGINEER
Branch: 004 **Name:** FIELDS ERTEL **Use:** MTRPOOL
Section: B **Surface:** AAC **Family** NEW AC AAC **Last Const:** 11/ 1/93
From: WARREN CO LINE 14884 93 **To:** SNIDER 16372 SYC/SYM TL
Category: H **Zone:** SYC **Rank:** S **Street Type:** **Shoulder:** **Grade:** 0.00 **Lanes:** 2

Length	Width	Area
1,488.00	22.00	32,736.00

Inspections

Last Insp Date	Total Samples	PCI	Ride	SN	Shoulder	Overall	FOD	SN40	SN60
10/02/1997	3	92							

Sample Number	Type	Size	Units
03	R	2,200.	SF

Distress Description	Sev	Quantity	Units
10 L & T CR	L	33.01	LF

Sample Number	Type	Size	Units
08	R	2,200.	SF

Distress Description	Sev	Quantity	Units
10 L & T CR	L	51.01	LF

Sample Number	Type	Size	Units
13	R	2,100.	SF

Distress Description	Sev	Quantity	Units
7 EDGE CR	L	108.03	LF
7 EDGE CR	M	26.01	LF
9 LANE SH DROP	M	30.01	LF

Inspection Report

Pavement Database:HAMCO97

Report Date: 8/23/99
Site Name:
Selection Criteria: Where BranchID = "004" And SectionID = "B"
Sort Criteria: None

10 L & T CR L 33.01 LF

Extrapolated Distress Quantities

Distress	Description	Sev	Quantity	Units	Density %	Deduct
7	EDGE CR	L	544.85	LF	1.66	3.57
7	EDGE CR	M	131.17	LF	.4	5.52
9	LANE SH DROP	M	151.35	LF	.46	4.21
10	L & T CR	L	590.25	LF	1.8	4.24

*** Percent of Deduct Values Based on Distress Mechanism ***

Load	Related Distress =	52.0	Percent Deduct	Value
Climate/Durability	Related Distress =	24.0	Percent Deduct	Value
Other	Related Distress =	24.0	Percent Deduct	Value

Inspection Report

Pavement Database:HAMCO97

Report Date: 8/25/99
Site Name:
Selection Criteria: Where BranchID = "277" And SectionID = "B"
Sort Criteria: None

Network: NONE **Name:** HAMILTON COUNTY ENGINEER
Branch: 277 **Name:** SNIDER **Use:** OTHER
Section: B **Surface:** AAC **Family** DEFAULT **Last Const:** 6/ 1/97
From: East Kemper 4415 **To:** Fields Ertel 10964
Category: F **Zone:** Symm **Rank:** S **Street Type:** **Shoulder:** **Grade:** **Lanes:** 2

Length	Width	Area
6,549.00	21.00	137,529.00

Inspections

Last Insp Date	Total Samples	PCI	Ride	SN	Shoulder	Overall	FOD	SN40	SN60
06/01/1997	7.	100							

Sample Number	Type	Size	Units
04	R	2,200.	SF

Distress Description	Sev	Quantity	Units
1 ALLIGATOR CR	L	.	SF

Sample Number	Type	Size	Units
13	R	22,000.	SF

Distress Description	Sev	Quantity	Units
1 ALLIGATOR CR	L	.	SF

Sample Number	Type	Size	Units
24	R	2,200.	SF

Distress Description	Sev	Quantity	Units
1 ALLIGATOR CR	L	.	SF

Sample Number	Type	Size	Units

Inspection Report

Pavement Database:HAMCO97

Report Date: 8/25/99
Site Name:
Selection Criteria: Where BranchID = "277" And SectionID = "B"
Sort Criteria: None

34	R	2,200.	SF

Distress Description	Sev	Quantity	Units
1 ALLIGATOR CR	L	.	SF

Sample Number	Type	Size	Units
44	R	2,200.	SF

Distress Description	Sev	Quantity	Units
1 ALLIGATOR CR	L	.	SF

Sample Number	Type	Size	Units
54	R	2,200.	SF

Distress Description	Sev	Quantity	Units
1 ALLIGATOR CR	L	.	SF

Sample Number	Type	Size	Units
61	R	2,200.	SF

Distress Description	Sev	Quantity	Units
1 ALLIGATOR CR	L	.	SF

*** Percent of Deduct Values Based on Distress Mechanism ***

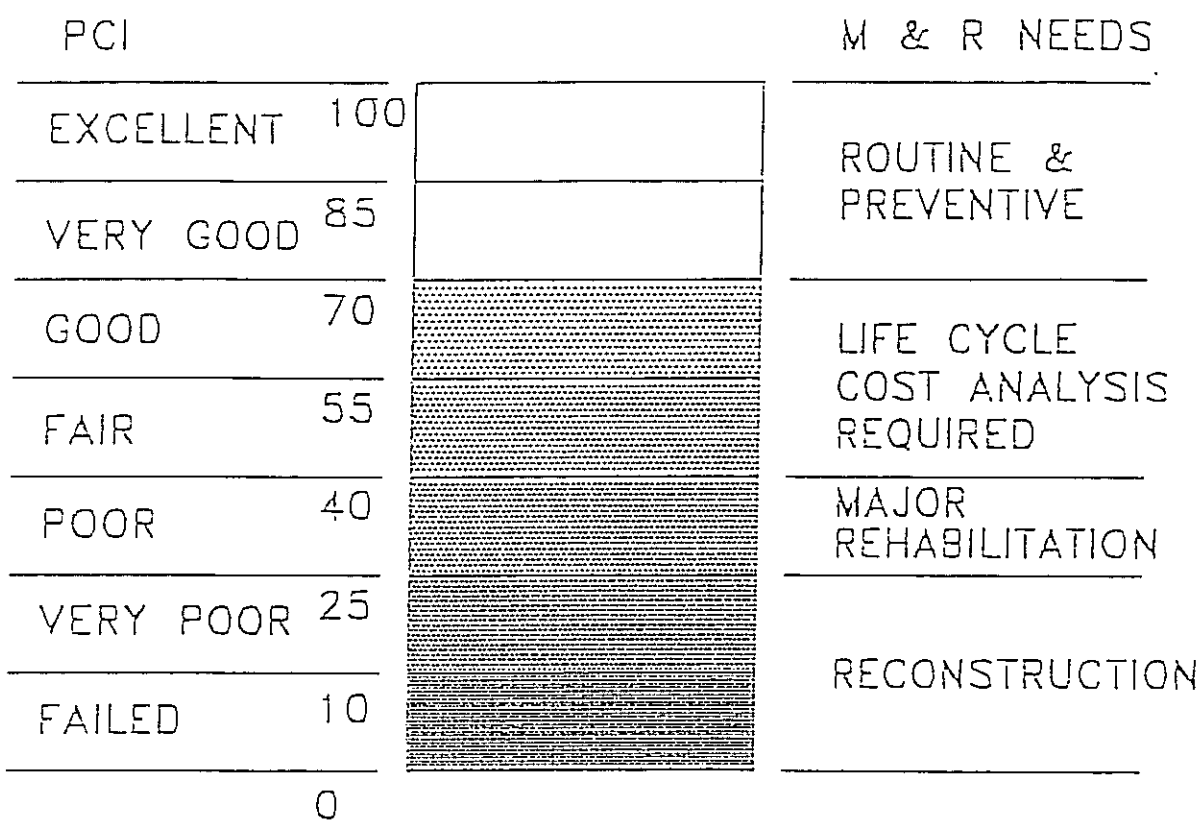
Load	Related Distress =	0.0	Percent Deduct Value
Climate/Durability	Related Distress =	0.0	Percent Deduct Value
Other	Related Distress =	0.0	Percent Deduct Value

Network ID	Branch ID	Section ID	Activity Date	Activity	Condition	Age
NONE	004	B	10/2/97	Inspection	92.00	3.92
NONE	004	B	2/18/99	Prediction	87.00	5.30
NONE	004	B	2/18/00	Prediction	83.00	6.30
NONE	004	B	2/18/01	Prediction	80.00	7.30
NONE	004	B	2/18/02	Prediction	77.00	8.30
NONE	004	B	2/18/03	Prediction	74.00	9.30

Network ID	Branch ID	Section ID	Activity Date	Activity	Condition	Age
NONE	004	C1	10/2/97	Inspection	90.00	3.92
NONE	004	C1	2/18/99	Prediction	85.00	5.30
NONE	004	C1	2/18/00	Prediction	81.00	6.30
NONE	004	C1	2/18/01	Prediction	78.00	7.30
NONE	004	C1	2/18/02	Prediction	76.00	8.30
NONE	004	C1	2/18/03	Prediction	73.00	9.30

Network ID	Branch ID	Section ID	Activity Date	Activity	Condition	Age
NONE	277	B	6/1/97	Inspection	100.00	0.00
NONE	277	B	2/18/99	Prediction	95.00	1.72
NONE	277	B	2/18/00	Prediction	92.00	2.72
NONE	277	B	2/18/01	Prediction	89.00	3.72
NONE	277	B	2/18/02	Prediction	86.00	4.72
NONE	277	B	2/18/03	Prediction	83.00	5.72

PCI RATING SCALE



ADDITIONAL SUPPORT INFORMATION

For Program Year 2000 (July 1, 2000 through June 30, 2001), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items may be required by the Support Staff if information does not appear to be accurate.

1) What is the condition of the existing infrastructure to be replaced, repaired, or expanded? For bridges, submit a copy of the current State form BR-86.

Closed _____ Poor ___X____

Fair _____ Good_____

Give a brief statement of the nature of the deficiency of the present facility such as: inadequate load capacity (bridge); surface type and width; number of lanes; structural condition; substandard design elements such as berm width, grades, curves, sight distances, drainage structures, or inadequate service capacity. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded.

With an ADT of over 21,000 vehicles, the Fields Ertel & Snider Road intersection warrants a left turn lane on each leg to adequately carry the current and future traffic. The intersection also warrants a traffic signal that will be installed as part of the project.

2) If State Capital Improvement Program funds are awarded, how soon (in weeks or months) after receiving the Project Agreement from OPWC (tentatively set for July 1, 2000) would the project be under contract? The Support Staff will be reviewing status reports of previous projects to help judge the accuracy of a particular jurisdiction's anticipated project schedule.

5 weeks/months (Circle one)

Are preliminary plans or engineering completed? (Yes) No

Are detailed construction plans completed? (Yes) No

Are all right-of-way and easements acquired?* Yes (No) N/A

*Please answer the following if applicable:

No. of parcels needed for project: 22 Of these, how many are Takes 0, Temporary 15, Permanent 7

On a separate sheet, explain the status of the ROW acquisition process of this project for any parcels not yet acquired.

Are all utility coordination's completed? Yes (No) N/A

Give an estimate of time, in weeks or months, to complete any item above not yet completed. 3 (weeks/months)

3) How will the proposed project affect the general health and safety of the service area? (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, health hazards, user benefits, commerce, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data.

The entire project will impact safety by adding left turn lanes, making it safer for traffic to flow, and easier for emergency vehicles to maneuver in traffic, particularly at rush hour. With better access control, it will be safer for motorists to turn into area businesses and intersecting roadways. It will also reduce the delay time at the intersection from 22.1 seconds to 8.5 seconds. It will impact welfare by allowing development to occur since more vehicles will be able to safely use the facility.

4) What types of funds and what percent of the project cost are to be utilized for matching funds for this project ?

Federal ____ ____ % ODOT ____ ____ % Local X 5 %

MRF ____ ____ % OWDA ____ ____ % CDBG ____ ____ %

Other Warren County 50 %

Note: If MRF funds are being used for matching funds, the MRF application must have been filed by August 6, 1999 for this project with the Hamilton County Engineer's Office.

5) Has any formal action by a federal, state, or local government agency resulted in a ban of the use or expansion of use for the involved infrastructure? (Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits.) A copy of the approved legislation must be submitted with the application. THE BAN MUST HAVE BEEN CAUSED BY A STRUCTURAL/OPERATIONAL PROBLEM TO BE VALID.

Complete Ban ____ Other Ban ____
(specify)

No Ban X

Will the ban be removed after the project is completed?

Yes ____ No ____

6) What is the total number of existing users that will benefit as a result of the proposed project?

ADT = 21,887 X 1.20 = 26,264 users/day

For roads and bridges, multiply current documented Average Daily Traffic by 1.20. For public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4.

7) Has the jurisdiction prioritized PY 2000 applications from one through five? (See attached sheet to list projects.)

Yes X No_____

8) Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

Fields Ertel Road connects directly to I-71 and Reed Hartman Highway, providing a connection between the eastern part of Hamilton County and the central part, and is one of the busiest roadways in eastern Hamilton County. Snider Road is a major north-south connector road intersecting with Kemper Road and Cornell Road in Hamilton County and US 42 in Warren County. Fields Ertel Road is classified as an arterial on the Hamilton County Thoroughfare Plan and has major regional impact.

9) For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO'S "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS _____ Proposed LOS _____

If the proposed LOS is not "C" or better, explain why LOS "C" cannot be achieved. (Attach separate sheets if necessary.)

How will the proposed project alleviate serious traffic problems or hazards?

The existing geometrics and 4 way stop traffic control provide an LOS of F as demonstrated with the capacity analysis intended to simulate the existing operation. The existing geometrics with the addition of a new signal would still provide an LOS of F as demonstrated with the attached capacity analysis. The construction of the left turn lanes and a new signal would immediately improve the LOS to C. The 10 year projected traffic volumes with proposed improvements will provide an LOS of D. The LOS will be better than D with the construction of two proposed through lanes on Fields Ertel Road which is proposed as a future Phase II portion of this project. The 20 year projected traffic volumes will have to be accommodated with the construction of two proposed through lanes on Fields Ertel Road which is proposed as a future Phase II portion of this project.

10) Will the proposed project generate user fees or assessments?

Yes _____ No X

If yes, what user fees and/or assessments will be utilized?

_____

11) How will the proposed project enhance economic growth? (Please be specific)

The project will facilitate traffic flow from and to the business located in the Fields Ertel Road/Mason Road/Union Cemetery Road area.

12) What fees, levies or taxes pertains to the proposed project? (Note: Item must be related to the type of infrastructure applied for. Example: a road improvement project may not count fees to water customers for points, or vice-versa)

License plate fees

_____

_____

ADDITIONAL SUPPORT INFORMATION

PRIORITY LIST OF PROJECTS
PROGRAM YEAR 2000
ROUND 14

Name of Jurisdiction: Hamilton County

Please supply the Integrating Committee a listing, *in order of priority*, of all projects applied for in this round of funding. A maximum of five projects may be listed for the purpose of assigning priority.

Priority	Name of Project (*as listed on the application*)
1	Clough/Wolfangel Intersection Improvement
2	Harrison/Rybolt Intersection Improvement
3	Harrison/Wesselman/Johnson Intersection Improvement
4	Wyoming Avenue Bridge
5	Banning/Hanley Intersection Improvement

SCIP/LTIP PROGRAM
ROUND 14 - PROGRAM YEAR 2000
PROJECT SELECTION CRITERIA
JULY 1, 2000 TO JUNE 30, 2001

NAME OF APPLICANT: HAMILTON COUNTY

NAME OF PROJECT: FIELDS ERTEL / SNIDER

SCIP	LTIP
FIELD SCORE: 202	FIELD SCORE: 272 312
APPEAL SCORE:	APPEAL SCORE:
FINAL SCORE:	FINAL SCORE:

NOTE: See the attached "*Addendum To The Rating System*" for definitions, explanations and clarifications to each of the criterion points of this rating system.

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

25 - Failed
23 - Critical
20 - Very Poor
17 - Poor
15 - Moderately Poor
10 - Moderately Fair
(5) - Fair Condition
0 - Good or Better

SCIP 5 X 5 = 25
LTIP 5 X 1 = 5

2) How important is the project to the *safety* of the Public and the citizens of the District and/or service area?

25 - Highly significant importance
(20) Considerably significant importance
15 - Moderate importance
(10) - Minimal importance
0 - No measurable impact

SCIP 10 20 X 1 = 10 20
LTIP 10 20 X 4 = 80 40

3) How important is the project to the *health* of the Public and the citizens of the District and/or service area?

25 - Highly significant importance
20 - Considerably significant importance
15 - Moderate importance
(10) - Minimal importance
(0) - No measurable impact

SCIP 10 0 X 1 = 10 0
LTIP 10 0 X 0 = 0

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?
Note: Jurisdiction's priority listing (part of the Additional Support Information) must be filed with application(s).

25 - First priority project
20 - Second priority project
15 Third priority project
10 - Fourth priority project
(5) - Fifth priority project or lower

SCIP 5 X 3 = 15
LTIP 5 X 1 = 5

5) Will the completed project generate user fees or assessments?

(10) - No
0 - Yes

SCIP 10 X 5 = 50
LTIP 10 X 0 = 0

6) Economic Growth – How the completed project will enhance economic growth *(See definitions).*

10 – The project will *directly* secure *significant* new employers
7 - The project will *directly* secure new employers
5 – The project will secure new employers
(3) – The project will permit more development
0 – The project will not impact development

SCIP 3 X 0 = 0
LTIP 3 X 4 = 12

7) Matching Funds - LOCAL

10 - This project is a loan or credit enhancement
10 – 50% or higher
8 – 40% to 49.99%
6 – 30% to 39.99%
4 – 20% to 29.99%
2 – 10% to 19.99%
(0) – Less than 10%

5%

SCIP 0 X 5 = 0
LTIP 0 X 1 = 0

8) Matching Funds - OTHER

(10) – 50% or higher
8 – 40% to 49.99%
6 – 30% to 39.99%
4 – 20% to 29.99%
2 – 10% to 19.99%
1 – 1% to 9.99%
0 – Less than 1%

50% WARREN COUNTY

SCIP 10 X 2 = 20
LTIP 10 X 5 = 50

9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district? *(See Addendum for definitions)*

10 - Project design is for future demand.
8 - Project design is for partial future demand.
(6) - Project design is for current demand.
4 - Project design is for minimal increase in capacity.
2 - Project design is for no increase in capacity.

SCIP 6 X 0 = 0
LTIP 6 X 10 = 60

10) Ability to Proceed - If *SCIP/LTIP* funds are granted, when would the construction contract be awarded? *(See Addendum concerning delinquent projects)*

SCIP 5 X 5 = 25
LTIP 5 X 5 = 25

(5) - Will be under contract by December 31, 2000 and no delinquent projects in Rounds 11 & 12

3 - Will be under contract by March 31, 2001 and/or one delinquent project in Rounds 11 & 12

0 - Will not be under contract by March 31, 2001 and/or more than one delinquent project in Rounds 11 & 12

11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, number of jurisdictions served, etc. *(See Addendum for definitions)*

(10) - Major impact
8 -
6 - Moderate impact
4 -
2 - Minimal or no impact

SCIP 10 x 0 = 0
LTIP 10 x 1 = 10

12) What is the overall economic health of the jurisdiction?

10 Points
8 Points
(6) Points
4 Points
2 Points

SCIP 6 x 2 = 12
LTIP 6 x 0 = 0

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

10 - Complete ban, facility closed
8 – 80% reduction in legal load or 4 wheeled vehicles only
7 – Moratorium on future development, *not* functioning for current demand
6 – 60% reduction in legal load
5 - Moratorium on future development, functioning for current demand
4 – 40% reduction in legal load
2 – 20% reduction in legal load
(0) – Less than 20% reduction in legal load

SCIP 0 x 2 = 0
LTIP 0 x 2 = 0

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

(10) - 16,000 or more
8 - 12,000 to 15,999
6 - 8,000 to 11,999
4 - 4,000 to 7,999
2 - 3,999 and under

26,264

SCIP 10 x 2 = 20
LTIP 10 x 5 = 50

15) Has the jurisdiction enacted the optional $5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? *(Provide certification of which fees have been enacted.)*

5 - Two or more of the above
(3) One of the above
0 - None of the above

SCIP 3 x 5 = 15
LTIP 3 x 5 = 15

ADDENDUM TO THE RATING SYSTEM

General Statement

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applicant, which is deemed to be relevant by the Support Staff. The examples listed below are not a complete list, but only a small sampling of situations that may be relevant to a given project.

Criterion 1 - Condition

Condition is based on the amount of deterioration that is field verified or documented exclusive of capacity, serviceability, or health and safety issues. Condition is rated only on the facility being repaired or abandoned. (Documentation may include: ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application.)

Definitions:

Failed Condition - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system; Hydrants: completely non functioning and replacement parts are unavailable.)

Critical Condition - requires moderate or partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system; Hydrants: some non-functioning, others obsolete and replacement parts are unavailable.)

Very Poor Condition - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or minor replacement of pipe sections; Hydrants: non-functioning and replacement parts are available.)

Poor Condition - requires standard rehabilitation to maintain integrity (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs; Hydrants: functional, but leaking and replacement parts are unavailable.

Moderately Poor Condition - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair; Hydrants: functional and replacement parts are available.)

Moderately Fair Condition - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

Fair Condition - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

Good or Better Condition - little to no maintenance required to maintain integrity.

Note: If the infrastructure is in "good" or better condition, it will *NOT* be considered for SCIP/LTIP funding unless it is an expansion Project that will improve serviceability.

Criterion 2 – Safety

Definitions:

The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury (e.g. widening existing roadway lanes to standard widths, adding lanes to a roadway or bridge to increase capacity or alleviate congestion, replacing non functioning hydrants, increasing capacity to a water system, etc. (***Documentation required.***)

Note: Examples listed above are not a complete list, but only a small sampling of situations that may be relevant to a given project. Each project is looked at on an individual basis to determine if any aspects of this category apply.

Criterion 3 – Health

Definitions:
The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area (e.g. Improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.)

Note: Examples listed above are not a complete list, but only a small sampling of situations that may be relevant to a given project. Each project is looked at on an individual basis to determine if any aspects of this category apply.

Criterion 4 – Jurisdiction's Priority Listing

The jurisdiction ***shall*** submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

Criterion 5 – Generate Fees

Will the local jurisdiction assess fees for the usage of the facility or its products once the project is completed (example: rates for water or sewer). ***The applying jurisdiction must submit documentation.***

Criterion 6 – Economic Growth

Will the completed project enhance economic growth and/or development in the service area?
Definitions:
Directly secure significant new employers: The project is specifically designed to secure a particular development/employer(s), which will add at least 100 or more new employees. The applicant agency must supply specific details of the development, the employer(s), and number of new permanent employees.
Directly secure new employers: The project is specifically designed to secure development/employers, which will add at least 50 new permanent employees. The applying agency must supply details of the development and the type and number of new permanent employees.
Secure new employers: The project is specifically designed to secure development/employers, which will add 10 or more new permanent employees. The applying agency must submit details.
Permit more development: The project is designed to permit additional business development. The applicant must supply details.
The project will not impact development: The project will have no impact on business development.

Criterion 7 – Matching Funds - Local

The percentage of matching funds which come directly from the budget of the applying local government.

Criterion 8 – Matching Funds - Other

The percentage of matching funds that come directly from outside funding sources.

Criterion 9 – Alleviate Traffic Problems

The jurisdiction shall provide a narrative, along with pertinent support documentation, describing the existing deficiencies and showing how congestion or hazards will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

Existing users **x** design year factor = projected users

Design Year	Design year factor		
	Urban	Suburban	Rural
20	1.40	1.70	1.60
10	1.20	1.35	1.30

Definitions:
Future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Criterion 9 – Alleviate Traffic Problems - continued

Partial future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Current demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

Minimal increase – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

No increase – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

Criterion 10 - Ability to Proceed

The Support Staff will assign points based on engineering experience and OPWC defined delinquent projects. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. A jurisdiction receiving approval for a project and subsequently canceling the same after the bid date on the application may be considered as having a delinquent project.

Criterion 11 - Regional Impact

Definitions:

Major Impact - Roads: major multi-jurisdictional route, primary feed route to an Interstate, Federal Aid Primary routes.

Moderate Impact - Roads: principal thoroughfares, Federal Aid Urban routes

Minimal / No Impact - Roads: cul-de-sacs, subdivision streets

Criterion 12 – Economic Health

The jurisdiction's economic health is predetermined by the District 2 Integrating Committee. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

Criterion 13 - Ban

The jurisdiction shall provide documentation to show that a facility ban or moratorium has been placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

Criterion 14 - Users

The applying jurisdiction shall provide documentation. Appropriate documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

Criterion 15 – Fees, Levies, Etc.

The applying jurisdiction shall provide documentation to show which fees, levies or taxes is dedicated toward the type of infrastructure being applied for.